

INITIAL STUDY / ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION



BEFORE



AFTER

07-LA-405 K.P.41.0/47.6 (P.M. 25.5/29.6)

Federal Highway Administration
California Department of Transportation

June 2000

NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

Description

The proposed project would widen Interstate 405 (San Diego Freeway) from ten to twelve lanes in order to provide one high occupancy vehicle (HOV) lane in each direction. The project would extend from State Route 90 (Marina Freeway) to Interstate 10 (Santa Monica Freeway), in the Cities of Los Angeles and Culver City, in Los Angeles County, a distance of 6.6 kilometers (4.1 miles). In addition, the northbound Sawtelle off-ramp will be closed and the Culver Boulevard on-ramp will become an off-ramp. A frontage road will be added adjacent to the southbound side, connecting Sawtelle Boulevard to Braddock Drive west of I-405. The project is being proposed to relieve traffic congestion by encouraging commuters to rideshare, and is one of several such projects being considered for I-405 to provide for a continuous HOV facility.

Construction of the proposed project is expected to require approximately three years. Construction activities would be planned and conducted in such a manner as to reduce traffic delay as much as possible. The construction process would be managed by a traffic control plan. Soundwalls and retaining walls would also be constructed as part of the proposed project.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans). On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

1. The project would not substantially affect topography, seismic exposure, erosion, floodplains, wetlands or water quality.
2. The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant or animal species, or agriculture.
3. The proposed project will not significantly affect solid wastes, or the consumption of energy and natural resources.
4. The proposed project will promote improved regional air quality.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls, these effects will be reduced to acceptable levels.
6. The proposed project will not significantly affect land use, public facilities or other socioeconomic features.
7. The proposed project will not significantly affect cultural resources, scenic resources, aesthetics, open space or parklands. Landscaping will be provided to mitigate the loss of existing freeway vegetation.

Original Signed by Ronald Kosinski for Raja Mitwasi

June 19, 2000

Raja Mitwasi, Deputy Director
California Department of Transportation
District 7

Date

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Note: A vertical line in the margin indicates that changes were made in the text from the Draft Environmental Document (Initial Study / Environmental Assessment) to the Final Environmental Document (Negative Declaration / Finding of No Significant Impact).

8. *Determination*

On the basis of this Initial Study/Environmental Assessment, it is determined that the widening of north- and south-bound I-405 between I-10 and SR-90 will not have a significant effect on the environment. A Negative Declaration / Finding of No Significant Impact will be prepared.

Original Signed by Ronald Kosinski

October 28, 1999

RONALD KOSINSKI
Chief, Office of Environmental Planning
Caltrans, District 7

Date

Original Signed by William Reagan

October 28, 1999

WILLIAM REAGAN
Chief, Office of Project Development A
Caltrans, District 7

Date